

FLIGHT

The
**AIRCRAFT
ENGINEER
&
AIRSHIPS**

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Founder and Editor : STANLEY SPOONER

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DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in this list :—

1927

- Sept. 19-24 Air Races, Spokane, U.S.A.
Sept. 24 Newcastle-upon-Tyne Aero Club Flying Meeting.
Sept. 24 Merseyside Air Pageant, Hooton Park, Lincs.
Sept. 25 Schneider Trophy Race at Venice.
Sept. 30 Entries Close for Edward Busk Memorial Prize (R.Ae.S.)
Oct. 20 Aero Golfing Soc. (Cellon Cup), Walton Heath.
Dec. 31 Entries Close for R. 38 Memorial Prize (R.Ae.S.)

1929

- Oct. 31 Guggenheim Safe - Aircraft Competition Closes

EDITORIAL COMMENT.



NEVER before in the history of aviation has the subject of flying received so much publicity as at the present time. The daily news sheets devote many columns to it. The broadcast stations of the country make it the first item in what they are pleased to call their first and second news bulletins (although they usually contain little enough that is news to anyone able to obtain a newspaper), and among people in general one hears the subject of flying discussed in trains and trams, 'buses and boats. While anyone who makes a practice of reading foreign newspapers, or who "listens in" to the news bulletins of foreign broadcasting stations cannot have failed to notice what prominence is being given to aviation news. Now, it might be thought that this is all to the good, that the more "air-minded" the general public becomes in all the nations, the greater the likelihood of rapid progress with flying. Yet the thinking man or woman must also have noticed that this sudden "publicity" is not due in any way to an awakening on the part of newspaper editors to the importance of aviation. Unfortunately, it is not. It is due solely and entirely to the fact that the great number of long-distance flights recently accomplished, or unsuccessfully attempted, provide a large element of danger, and of sensationalism. And after eight years' hard work on the part of the aviation communities of most of the civilised countries, work directed almost entirely towards making aviation safe, towards convincing people that it is safe, towards getting the man in the street to regard flying as an everyday affair, and not a spectacular "stunt," this sort of publicity cannot possibly be in the best interests of aviation. Sporting ventures, involving risks, should by no means be discouraged, and certainly nobody could be less desirous of seeing legislative restrictions invoked on behalf of long-distance flights than we, but as Major C. C. Turner points out in a most admirable article in the *Daily Telegraph* of September 6, there are legitimate risks and illegitimate risks.

The article by Major Turner is so closely reasoned, so well expressed, and yet so moderate in its statement of the views of the writer, that we would advise all who have not already done so to obtain a copy of the *Daily Telegraph* and study the article thoroughly. It is pointed out that when a pilot goes up for a flight and time after time produces wing flutter in order to observe the phenomenon and trace its cause, he is doing pioneer work and taking a legitimate risk. When, however, a pilot attempts to fly across the Atlantic in a landplane, without means for communicating by wireless news of his progress, and fails to reach the other side, he simply disappears. No information is available as to what happened, and consequently no lesson can be learned from the mishap. The rash, though gallant, effort has been misspent.

Major Turner expresses the view that, as the landplane will certainly not be the type employed on regular ocean services, there is nothing to be gained by trans-oceanic flights on this type of machine, and he further holds that in neither eastward nor westward direction should the Atlantic be flown except by seaplane. Moreover, he thinks that the carrying of wireless apparatus ought in all cases to be compulsory.

The views of FLIGHT where the seaplane is concerned are already well known. So much so that many of our readers must have come to consider us a little "cranky" on the subject, and, as previously pointed out, we have been jestingly referred to as "The Seaplane Paper." We are content to be so regarded, and we are glad to see our case taken up so strongly by one of our great dailies. None can accuse us of having shown undue enthusiasm over the proposed Atlantic flight of Capt. Courtney in the Dornier "Wal," but in all fairness we wish to place on record as our considered opinion that, although he did not attempt the direct flight, and then did not even reach the Azores after suddenly deciding to take the "southern route," but had to make for the Spanish coast, Capt. Courtney's East to West attempt is worth a great deal more to the cause of aviation than have been the various unsuccessful attempts to make the flight in a landplane and even than the successful West to East flights. Not only was Courtney in wireless communication with ships during the flight, but with water under him he had a large choice of possible alighting places even with a fairly large quantity of fuel on board, whereas a landplane under similar conditions might, and probably would, have been in something of a quandary to find a suitable aerodrome. Even if the moderate size flying-boat cannot be expected to "live" for an indefinite period on a rough sea, it can nearly always find some spot where an alighting is at any rate possible and a take-off may not be altogether out of the question. As the size of the flying-boat increases so will its seaworthiness improve, and with it the safety of long oversea passages. A seaplane flight across the Atlantic, carried out (in the present state of development of the flying-boat) by stages will teach us a great deal more than a number of dashes across by aeroplane. And the day is not far distant when a flying-boat can comfortably carry enough fuel for the direct flight should this be desired. Already the little Supermarine "Southampton," not by any means a particularly large machine, has during overload trials got off with a total loaded weight of 18,000 lbs., which

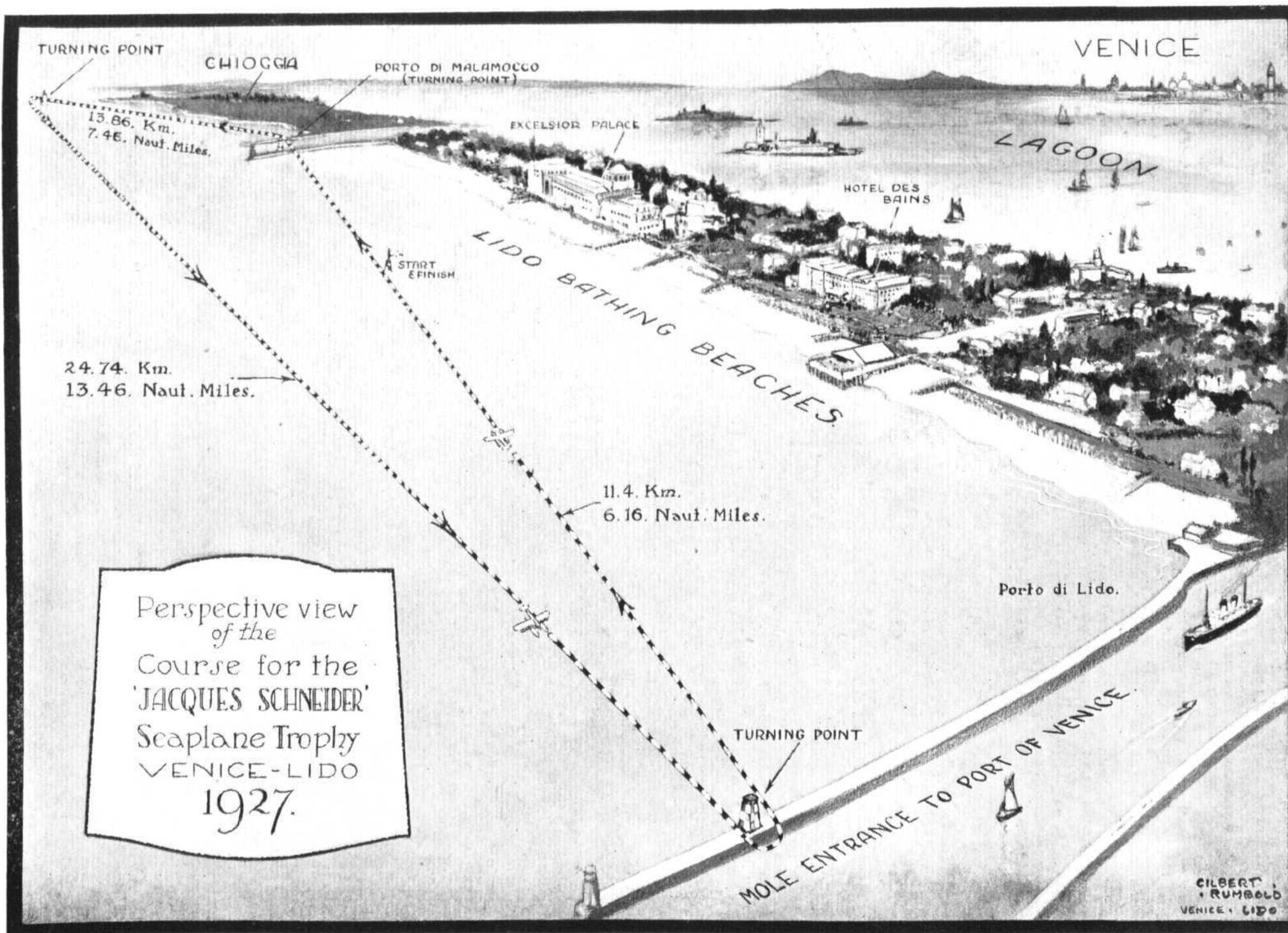
represents approximately 4,000 lbs. more than her normal loaded weight. Obviously, this load could be in the form of fuel, and if some of the normal equipment of the service type were removed and replaced by fuel, the flight from Ireland to Newfoundland should begin to come within her capacity. Doubtless, future improvements in detail design and aerodynamic refinements will very soon make that a possibility. But we do heartily agree with Major Turner that unless these trans-oceanic flights can be undertaken by seaplane they had better not be undertaken at all.

With the subject of wireless equipment we also fully agree. Wireless has now reached a stage where a transmitting and receiving set capable of working over really useful distances is available, and although the weight is naturally an item of great importance, we do think that if a pilot decides to make the attempt without wireless, because of the weight saved, he is "cutting it too fine." If the difference between having enough fuel on board for the flight without the wireless, and not having enough with the wireless is going to decide the issue, then the margin left is much too narrow, and the flight should not be attempted. It is not only a question of the possibility of being able to call assistance in case of emergency, although that is obviously a very important point. But in all fairness to those interested in the flight, the possibility of sending out occasional messages to vessels, to be relayed to shore, should not be lightly disregarded. The hours and days of anxiety resulting from the disappearance of a machine and entire absence of news represent an anguish which no aircraft crew has a right to inflict on those near and dear to it. Even a brief message to say that the engine is giving out, or that something or other has gone wrong, is preferable to no news at all. Wireless, to be of any real use on such a flight, must probably, in the present state of the science, be telegraphy, which will mean that one of the members of the crew must be an experienced operator, but we do not think this fact would necessarily be a serious handicap.

Other methods of signalling have been suggested. During the war extensive use was made, in the Royal Naval Air Service, of carrier pigeons, and numerous cases are on record of messages having been successfully transmitted in this fashion. Although one would not expect a pigeon to cross the Atlantic, these birds have been known to cover very great distances, and for the first few hundred miles of an Atlantic crossing could probably be relied upon to get back.

A FLIGHT reader suggests that machines should carry small cork buoys with coloured flags attached and should drop these overboard at regular intervals. It is to be feared, however, that if these buoys were sufficiently small to enable them to be carried on a machine, they would be so difficult to find as to be practically useless. Wireless seems, on the whole, to be the best form of communication, and the fullest use should be made of it in any future attempt at crossing the Atlantic by air.

Curiously enough, just as this week's issue of FLIGHT is about to go to press, news comes through from Australia that the Commonwealth Government has prohibited any aircraft other than seaplanes from flying over the sea more than 50 miles, while offering every assistance in the case of flights made with marine aircraft.



THE SCHNEIDER TROPHY RACE

Venice, August 27, 1927.—A deal of official activity is now in evidence in Venice, in active preparation for the forthcoming Schneider Trophy race, and this week a big meeting was held at the Palazzo Comunale, on the Grand Canal, the official headquarters for all arrangements relating to the race. The purpose of this meeting was the appointment of various committees, course marshals, etc., and it would appear that every possible step is being taken to ensure that the event is thoroughly well organised, both from the point of view of the competing teams, and that of the general public.

The English team is due to arrive in Venice on Monday, 29th inst., and the first English machines are expected the day following.

The complete "Hush Hush" shroud that has enveloped the Italian entries still remains unlifted, and very few facts concerning them are obtainable at the moment of writing. One hopes, however, to be able to give a few technical particulars within the next week. The machines have been designed and constructed by the Macchi Company, and engined by Fiat, the combination which proved so successful last year, and there is little doubt that the Italian defence on September 25 will be a very formidable one.

The pilots of the Italian team have now been definitely chosen. Mario de Bernardi, the winner of the 1926 contest at Norfolk, may be considered the "first string." The other two machines will be flown by Arturo Ferrarin, and Guascone Guasconi respectively, while Federico Guazzetti will act as reserve. An interesting piece of news, from an official source, is the fact that the Italian seaplanes will not be sent to Venice until three or four days before the race, so it is assumed that the majority of their practice spins will be performed in "secret" and not over the actual course. This rather indicates a desire on the part of the Italians to start their machines as complete "dark horses."

The position of the pylons to mark the three turns of the course have now been definitely fixed, and will be placed as follows:—

Start and finish from line in front of Excelsior Hotel.

No. 1. On the southern mole of the harbour entrance to Porto die Lido (acute turn).

No. 2. On the northern mole of Malamocco (obtuse turn).

No. 3. One kilometre from the beach directly in front of Lido di Sottomarina, a small hamlet near Chloggia (acute turn).

(Concluded on page 642.)

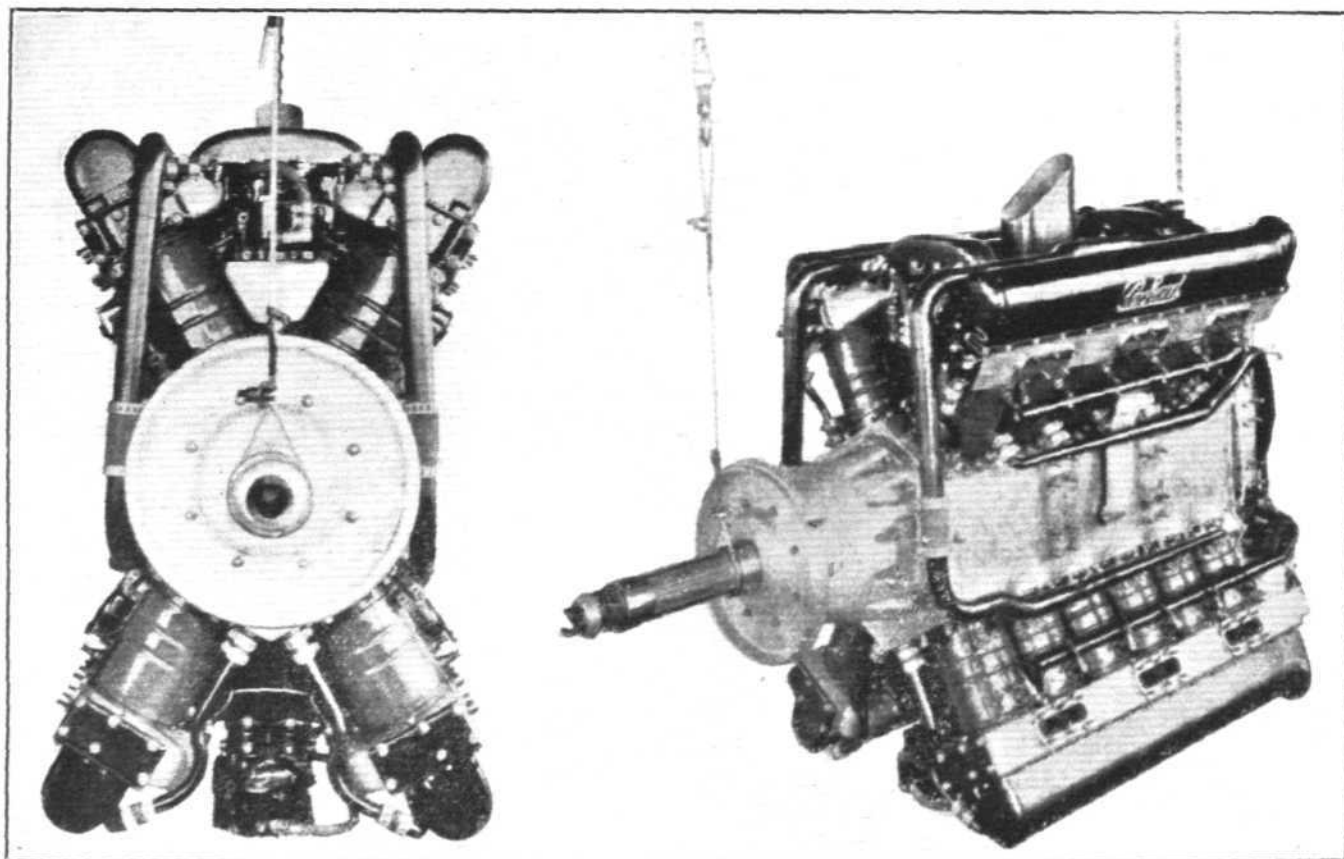
THE PACKARD "X 2750" ENGINE

ALTHOUGH at the moment it is uncertain if the one and only machine entered by America for the Schneider Trophy Contest—a biplane specially built for Lieut. A. J. Williams—will actually take an active part in the race, we think that the following notes on the Packard engine fitted in this machine may be of interest.

This new Packard engine is remarkable in many respects,

Napier "Cub," but in two equal V's. It is, in fact, the result of two Packard "1,500 A's" joined together at the crankcase, giving four banks of six cylinders each. As a result, a very compact power plant is obtained, which lends itself quite well for being stowed neatly away in a fuselage.

The total displacement of the "X" is 2,750 cu. in., the bore being 5½ ins. and the stroke 5 ins. Its compression ratio is



TWELVE HUNDRED HORSE-POWER: Two views of the Packard "X. 2750" aero engine, which is fitted to the Williams-Schneider racing biplane. It has 24 cylinders, and has developed over 1,230 h.p.

and is, perhaps, one of the most powerful aero engines so far constructed. Its rated horse-power is 1,200, but it has developed over 1,230 h.p. The most powerful engine used in a racing plane which we can call to mind is the F.I.A.T.—used in last year's Schneider contest—which developed about 830 h.p. Of course, this year's F.I.A.T. engine will probably be much nearer the 1,000 mark.

The Packard "X 2750" is a 24-cylinder engine, with the cylinders arranged in X formation—not as arranged in our

7½ to 1, and the maximum rated revolutions are 2,700 r.p.m. The weight of the engine dry is 1,475 lbs.

The cylinders are separate, being united in each bank by a single aluminium casting carrying the valves. There are four Stromberg carburettors, two for each group of 12 cylinders and Scintilla ignition is employed.

The crankcase is of barrel construction, having on the sides "pads" to which are attached the landing gear and wing struts of the machine.

THE COPENHAGEN FLYING MEETING

Seen by 100,000 Spectators

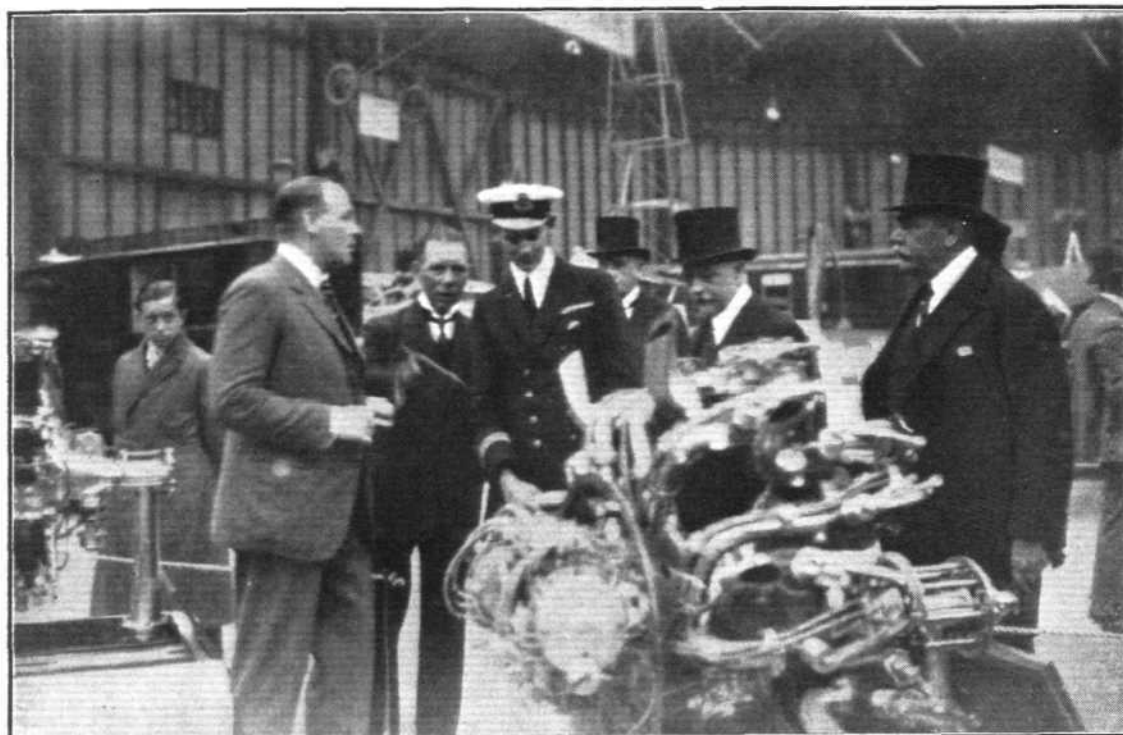
THERE can be no doubt that the Copenhagen flying meeting, held on Sunday, September 4, two days after the conclusion of the International Aero Show, was a great success, both from the quality of the flying, the number of machines participating, and the enormous crowds that witnessed the flying. It is estimated that something like 100,000 people saw the flying, although the number that passed through the gates was naturally considerably smaller. That Denmark is rapidly becoming "air-minded" is not to be doubted.

The meeting was held, in the presence of the King of Denmark, on the Kastrup aerodrome, on the island of Amager, which is separated from Copenhagen by a narrow stretch of water. This is the Copenhagen terminal aerodrome, and is of fairly large area, although the surface is inclined to get somewhat soggy after a long period of rain. Next to the terminal aerodrome is the private aerodrome of the Rohrbach works, so that all in all a very large area is available for emergency landings. Moreover, both aerodromes are next to the sea, so that if necessary a machine may alight in the water, while seaplanes can, of course, come right up to the beach, when they are practically on the aerodrome. The

pilot to misjudge his distance. One of the floats cut under and the machine turned turtle. Fortunately, the accident was observed from the Rohrbach aerodrome, and a boat was instantly sent out and rescued the aviators.

The meeting itself commenced with a parade of the competing machines, which were taxied around the aerodrome, with the little Klemm-Daimler in the lead. The first item on the programme was the start of the speed race (a handicap), in which a formula similar to that used in this year's King's Cup race was used. The Daimler gave the "Moths" a start of about a quarter of an hour, while Dudley Watt's "Avian" followed a couple of minutes after the "Moths." The circuit was Kastrup to Roskilde and back, a distance of approximately 67 kms. (41.6 miles), and the race was won fairly easily by Overofficiant Larsen on the Klemm-Daimler, whose time was 38 mins. 50 secs. Broad was second on a "Moth," with Mr. Carberry third and Count de Sibour fourth, both on "Moths." In the more powerful class a Swedish three-engined Junkers gained first place.

During the exhibition of aerobatics all the competitors broke the rule that these evolutions should be carried out at



At the Copenhagen Aero Show: His Royal Highness the Crown Prince of Denmark, visits the Armstrong-Siddeley stand. On the Crown Prince's right are Captain Bennett Baggs (Armstrong-Siddeley) and Mr. Eskildsen (of the Royal Danish Dockyards), and on his left, Mr. Rothe, Ex-Minister of Commerce, and Mr. Neergaard, Minister of Finance.

air station of the Danish Navy is a little farther North, but still quite close to the civil aerodrome, so that altogether Copenhagen is very favourably situated as regards aerodrome facilities for landplanes as well as seaplanes.

The international meeting had attracted a very considerable number of Danish and foreign machines, 32 in all, representing Denmark, England, France, and Sweden. For some reason Germany was not represented, except indirectly by the little Klemm-Daimler monoplane belonging to the Danish Flying Club.

The meeting was timed to start at 2 p.m., but already an hour or more earlier crowds began to flock to Kastrup by rail and road. Before the actual start of the competitions a mishap occurred which was at first believed to be serious, and which caused a number of rumours to get about, but which ultimately was found to be nothing worse than a ducking for the crew and fairly extensive damage to a machine. The seaplane in question was the de Havilland "Moth" owned by Mr. Burton, who, with Mr. Lankester Parker, Short Brothers' test pilot, were visiting Copenhagen and intended to take part in the seaplane competitions. They were coming down to alight in the Sound near the North Røse lighthouse, but the strong sunlight, reflected from the water, caused the

not less than 600 ft., all doing their stunts very low down. Fronval and Broad were held to have tied for first place. A Danish pilot, Lieut. Erlind, came to grief on his Fokker D.VIII, through doing a roll too low down, a wing touching the ground and the machine being totally crashed. The pilot escaped with a broken leg and various bruises, and it is thought that the steel construction of the fuselage saved his life.

An altitude competition for light 'planes, which was divided into two sections: greatest height in 45 mins. and greatest height in 90 mins., resulted in Broad being first on his "Moth" in the first section, reaching 3,500 m. (11,500 ft.) in 45 mins., with Dudley Watt second in his "Avian," 2,700 m. (8,850 ft.). In the greatest height in 90 mins. the positions were, however, reversed, Watt being first and Broad second, Watt's height being given as 3,890 m. (12,750 ft.).

Among the more powerful machines the first, second and third positions were claimed by Hawker 'Danecoeks' with Armstrong-Siddeley "Jaguar" engines, the best altitudes reached in 45 mins. and 90 mins. being 8,040 m. (26,400 ft.) and 8,830 m. (29,000 ft.) respectively.

In the evening the prizes were distributed at a banquet presided over by H.R.H. the Crown Prince of Denmark. Capt. Broad received no less than five cups!



WHERE IS THAT BATTLESHIP? The Hawker "Horsley" torpedo-carrier, with Rolls-Royce "Condor" engine, is the latest form which this surprising machine has taken. Normally, it is the standard bomber of the R.A.F., but has also been produced as a long-distance aeroplane.

["FLIGHT" Photograph]



[" FLIGHT " Photograph

SHOWING ITS STING : The Hawker "Horsley" with Rolls-Royce "Condor" engine, in spite of its size, is handled like a scout by Flight-Lieut. Bulman. The full-size torpedo looks almost small on this large machine.

THE ATLANTIC FLIGHTS

WEEK by week the air conquest of the Atlantic dominates the interest in current affairs and brings aviation, as far as daily journalism is concerned, from obscure paragraphs to front-line headings, making this year almost unique for the publicity that aviation has received. It seems probable that the coming season will soon draw these flights to a close, but whilst there are fine patches of weather across the line of flight it is reasonable to expect Americans to pop over unostentatiously like Mr. Schlee and Mr. Brock did. Then we have by no means finished with the Atlantic from this side. Our first attempt has ended in what seems a tragic failure.

There is no definite news concerning the disappearance of Princess Lowenstein-Wertheim, Col. F. F. Minchin and Capt. L. Hamilton. They started from Upavon Aerodrome, Wiltshire, on August 31, at 7.15 a.m. Their machine was a Fokker monoplane fitted with a Bristol "Jupiter" engine of 500 h.p. Col. Minchin was an Imperial Airways pilot and had originally associated with Capt. McIntosh in preparing for the Atlantic attempt. But later Capt. Hamilton joined Col. Minchin, and Capt. McIntosh prepared for a separate flight. In the last few days before the start the Princess announced her intention of accompanying the pilots, and it was mentioned that she had a financial interest in the venture. She was the daughter of the Fourth Earl of Mexborough and a very experienced airwoman, being associated during recent years with Capt. Hamilton's flights. Before the St. Raphael set off the Archbishop of Cardiff blessed the machine. The ascent was thrilling, for the heavily-loaded machine failed to rise until the last safe moment. The course followed was along the south coast of Wales, across the Irish Sea to Wexford, then over country to Thurles, County Tipperary, and on to the north-west coast of Ireland. The jump off across the open Atlantic took place at the northerly point of the Aran Isles. At Ottawa, Canada, where they were steering for, great preparations were being made to welcome them. The range of the machine was estimated at 40 to 42 hours. When half-way across it was sighted by the tanker, "Josiah Macy," at 9.44 p.m. in the evening of the Wednesday on which it had started, and the next morning at about six the Dutch steamer, "Blijdendijk," spotted a white light travelling in the sky in an eastward direction and well south of the St. Raphael's intended course. This suggests that, supposing it to be the machine, it was lost. Its position then was about 420 miles E.S.E. of New York. Beyond this there is no authentic news whatever.

The day after the St. Raphael left, the French biplane, L'Oiseau Bleu, ascended from Le Bourget at 6.28 a.m. on an attempt to cross the Atlantic to New York, piloted by MM. Givon and Corbu. The machine, which weighed 11 tons, took a long time to rise, but it eventually lifted within 100 yards of the barrier. Three smaller French biplanes also took off to escort the big machine at the start, but a few minutes later it reappeared over the aerodrome, flying west at 1,000 ft.; then it vanished in the mist, and the great flight seemed definitely begun. About 2½ hours later, however, it returned to Le Bourget, and then circled the aerodrome for an hour in order to empty its large petrol-tanks before landing. At 10 a.m. this was accomplished, and the attempt ended through the low clouds and mist, over which the machine could not rise with its 2,000 gallons of fuel.



Wireless On The "Whale"

THE Marconi apparatus fitted to Captain Courtney's flying boat will give the aviators a means of communication over long distances with ships or shore stations throughout the hours they are in the air. The telgraph transmitter is of a type specially designed by the Marconi Company for installation in the larger types of aircraft—such as would be used if a commercial trans-Atlantic air service were established—and is of 500 watts power. The "interrupted continuous wave" method of transmission has been chosen on account of its suitability for reception by ships of all classes, it being possible to read such signals with both crystal and valve receivers. The aerial for this set is an ordinary trailing aerial of about 200 ft. as generally used on Marconi-equipped civil aircraft. Following the latest practice, power for the transmission is supplied from a wind-driven generator mounted in the slip-stream from the main propellers. This generator supplies current for the lights on the machine as well as for the wireless apparatus, although previously it has been necessary to carry two separate generating installations or these functions. The new generator has thus saved

Capt. F. T. Courtney got away at last on September 3 from the R.A.F. Seaplane base at Cattewater, Plymouth. His machine, the Dornier "Whale," has two Napier 450 h.p. engines fitted in tandem. His crew comprises Flight-Lieut. F. W. M. Downer, navigator and second pilot, Mr. R. F. Little, mechanic, and Mr. E. L. Horsmer as passenger. The latter is the son of a Canadian millionaire who has been holidaying in this country and wished to fly back. He is said to have paid £1,500 for his air passage. Capt. Courtney planned to do his flight in stages, and he is doing it. His original starting-place was Southampton, from where he flew to Plymouth, and then reached Corunna, in Spain, on September 3, after flying from 6.25 a.m. till 7.15 p.m. the same day. He was making for the Azores as the first stage of his flight to New York, but strong head winds and petrol shortage forced him to Spain. Since his landing there fog has held him up. The "Whale" is the same machine that Capt. Roald Amundsen used on his historic flight over the North Pole, but fitted with new engines. From the Azores it will make for New York via Newfoundland.

Capt. R. H. McIntosh, the other Imperial Airways pilot, flew from Bristol to Baldonnell Aerodrome, Dublin, on September 4, accompanied by Mr. Maurice Piercey, in his Fokker monoplane fitted with a 500 h.p. Bristol "Jupiter" engine, in which he is going to cross the Atlantic also. His navigator is Capt. Anthony Joynson-Wreford, cousin of the Home Secretary. Two Irish Free State Army machines will escort the monoplane, called the "Xenia," for the first 200 miles.

Capt. T. B. Tully and Lieut. J. V. Medcalf, the Canadian pilots, left London, Ontario, for London, England, on September 1 in their Stinson monoplane, fitted with a Wright "Whirlwind" 220 h.p. engine, and called the "Sir John Carling." It landed at Caribou, Maine, through bad weather. On September 5 it reached Harbour Grace, Newfoundland, where it is now waiting for good weather in order to make the ocean flight.

Mr. C. A. Schiller and Mr. P. Wood, flying their Stinson monoplane, the "Royal Windsor," started from Windsor, Ontario, for Windsor, England, on September 1. It was forced to come down at St. John's, Quebec, and on September 3 it started again, and landed at Portland, Maine. It is also making for Harbour Grace, Newfoundland, where it will hop off on the sea journey.

The Fokker monoplane, "Old Glory," left Old Orchard, Maine, at 1.23 p.m. on September 6 on a 4,500-mile flight to Rome. It is piloted by Mr. Lloyd Bertaud and Mr. James Hill, and Mr. P. D. Payne, managing editor of one of Hearst's newspapers, is a passenger. The monoplane has enough fuel to last for 48 hours, and wireless is carried. It is fitted with a Bristol "Jupiter" engine of 500 h.p.

Mr. Levine and Capt. Hinchliffe, who propose to make the western flight to New York in the monoplane "Miss Columbia," fitted with a Wright "Whirlwind" engine of 220 h.p., are waiting at Cranwell for suitable weather. Miss Mabel Boll, a rich American girl, wished to fly with them as a passenger, and, although it was decided that she should do so at first, at a subsequent conference with Capt. Hinchliffe it was decided that a passenger would mean reducing the petrol capacity, which would not be wise.

Captain Courtney a considerable amount of additional weight. The contingency of a forced landing is provided for by the installation of a special emergency aerial which will enable the aviators to send out a call while on the water. The receiving installation on the Dornier-Whale consists of a Marconi type A.D.6 five-valve receiver, which is standard equipment on British and many foreign air lines and has been approved by the Air Ministry for use on civil aircraft. With this receiver messages can be received in the air from coast and ship stations up to distances of 200 to 300 miles.

Wireless on "Miss Columbia"

At a conference between Mr. Levine, Captain Hinchliffe, his pilot, and aircraft experts of Marconi's Wireless Telegraph Co., Ltd., Mr. Levine decided to fit "The Columbia" with the latest type of Marconi aircraft telephone and telegraph transmitter. The equipment was rushed by a fast car to Cranwell aerodrome and is expected to be fitted in time for Mr. Levine's flight. The wireless will enable the pilot to communicate with vessels on the ocean and special instructions are being wirelessed by the Marconi Company to ships to keep a sharp watch for signals from "The Columbia."

AIRISMS FROM THE FOUR WINDS



R.A.F. Baltic Cruise

THREE of the R.A.F. flying-boats left Danzig on August 31, at 10 a.m. and two arrived in the evening at Helsingfors. The "Southampton" did not leave Danzig with them owing to the necessity of making slight repairs. At 11.30 a.m. the three machines alighted on the Frischenhaaf, near Pillau, for twenty minutes—and then ascended again. Then the "Valkyrie" was forced to alight at Neukurren owing to engine trouble and was towed into port, by a motor boat from Königsberg. The "Iris" and "Singapore" reached Stockholm from Helsingfors about 2 p.m. on September 5 and were welcomed by the Commander of the air port and Swedish Air Force officers. The officer commanding the flying-boats called upon the British Legation and was received by the Minister, Sir Arthur Grant-Duff. The cruise will be continued about September 8 towards the south.

Fine Mexican Flight

LIEUT. CARRANZA, of the Mexican Federal Army, left Mexico City at 4 a.m., on September 2, on a non-stop flight to Juarez, and landed at Fort Bliss, across the Rio Grande, in the afternoon. He had flown 1,222 miles in 11 hrs. 28 mins. It was a flight under very adventurous circumstances, covering vast areas of desert and mountainous country, isolated from outer-world communications. The pilot narrated his experiences at a dinner given in his honour, mentioning that one of his wings caught fire, and, with so much petrol on board, he got his parachute ready. Then he ran into a storm very conveniently, and the fire was instantly quenched.

U.S.A. a Schneider Competitor

IT is gratifying to know that America will probably enter the Schneider Trophy Race after all. President Coolidge has authorised the use of the cruiser *Trenton* to convey Lieut. Alford J. Williams, U.S.N., with his machine to Venice. The tests of this racer have been considerably held up through stormy weather, and less than four hours' flying have been done in four flights. It is stated that the pilot has yet to prove what speed is possible before he regards himself as a creditable entrant for the Trophy.

In Venice

SQUADRON-LEADER SLATTER and Flight-Lieut. Worsley, of the English Schneider Trophy Team, accompanied by Commander Fletcher, British Air Attaché to the Embassy at Rome, visited the aviation authorities at Venice on September 3, and were heartily welcomed by Colonel Coppola, Colonel Atchini and Major de Bernardi, last year's winner of the Trophy and captain of Italy's team this year. In a discussion it was mentioned that if the sea remained choppy the race might possibly be held in the lagoon.

Australian Tour of the Interior

WITH Group-Captain Williams in command, three military machines left Adelaide for the interior on an Australian Air Tour for the purpose of inspecting landing grounds, air routes and aerodromes throughout Australia. Each airman carried a parachute, in accordance with the rules made since the Melbourne air fatality at the Duke of York's visit. Considerable data had been gathered from a recent flight round the Australian coast, and it is now essential to study the interior as well where landing grounds have been surveyed. Group-Capt. Williams will fly via Oodnadatta, Alice Springs, and Camooweal, then through the back country of Queensland and New South Wales to Point Cook.

Second Central Australia Tour

AUSTRALIAN Aerial Services report that following the successful aerial tour of Central Australia, undertaken by Mr. W. Oliver and party recently, another machine has now been chartered for a similar flight. On this occasion the "Lyre Bird," a four-seater machine, has been engaged, and the party, which comprises Messrs. L. M. Macpherson, E. Quirk, H. Syme and K. Field, left Melbourne on Saturday, August 6, proceeding to Alice Springs via Echuca, Mildura, Broken Hill, Marree and Oodnadatta. At Alice Springs, short exploratory flights will be made over the surrounding district for the benefit of members of the Victorian Railway's "Reso" party, who will be at Alice Springs at the time.

Caudron "Avionette" Claims Record

RECENTLY the Caudron 109 with 40-h.p. Salmson, piloted by Delmotte, and which secured first place in the Zurich meeting, put up a performance which is claimed as constituting a record. Flying over the Villacoublay-Orleans-Villacoublay circuit, the machine remained in the air for 15 hours 40 minutes and covered a distance of about 1,500 km. (964 miles). The duration is greater than Hinkler's in his flight from London to Riga in his "Avian," but Hinkler's distance in a straight line was about 1,200 miles.

Some "Record"

THE French Aero Club has caused a sensation in aeronautical circles in France by rejecting the claim of the French pilot, Jean Callizo, to having made a new altitude record of approximately 41,000 ft. recently. The pilot is accused of reprehensible conduct. It is suggested that he tampered with his instruments, and actually did not reach more than 15,000 ft. It is stated that the alleged fraud was detected by the record registered on another instrument which was secretly placed in the tail of the machine by a representative of the Aero Club. Suspicions are also said to have been aroused by the peculiar method in which Callizo landed at Le Bourget after starting from Buc Aerodrome. The landing was so bad that the wheels and one of the wings were broken. Callizo staggered out, apparently exhausted, but seemed alert when an attempt was made to remove his instruments. He has expressed himself willing to make another attempt at the record under every official supervision.

Lucky!

MEXICO has released the two American Army airmen, Capt. Reynolds and Staff-Sergeant Newlands, who were detained at Ouinaga, which is on the Mexican side of the Rio Grande, for flying their machine over Mexican territory without permission.

Paris-Riga Non-Stop

CAPT. LABAURIE and Adjutant Sahuc, two French airmen, flew from Paris to Riga non-stop on August 31 in a Potez military machine.

Moscow-Tokyo Flight

THE Soviet pilot, Shestakoff, left Moscow on August 20 and landed at Tachikawa, on the outskirts of Tokyo, on September 1.

Upside-down Flying Records

IN last week's account of the Zurich meeting, the upside-down flying record of 10 mins. 56½ secs. was mentioned. P/O. F. H. L. Searl of No. 5 Flying Training School, Sealand, Chester, points out that although he is not familiar with what constitutes "official observation," F/O. Stainforth, at Abu-Sueir, Egypt, flew a "Y" type Mono-Avro on its back for 11 mins. 42 secs. this year. The time was recorded by four independent stop-watches.

Round-the-World Flight Progress

CONTINUING their triumphant round-the-world flight, the American airmen, Mr. Schlee and Mr. W. Brock reached Constantinople from Belgrade on August 31, at 11.45 a.m. The next day they left for Aleppo, and reached Baghdad on September 2. When over Asia Minor they encountered bad weather and a stretch of 600 miles formed the most difficult stage since they had left Newfoundland. They crossed the Taurus mountains at 9,000 ft. with 200 ft. to spare. On September 3 they landed at Bundar Abbas after ten hours' flying, and left for Karachi the next morning at 7.30, arriving at the R.A.F. aerodrome there at 2.53 p.m. On September 6 they reached Calcutta from Allahabad and leave next for Rangoon. Their machine is a Stinson monoplane fitted with a Wright "Whirlwind" engine of 220 h.p. It is called the "Pride of Detroit."

Visiting Venice by Air

THE Royal Aero Club points out that for those wishing to visit Venice by air in connection with the Schneider Trophy Race, Carnets for passing aeroplanes through the Customs must be obtained. These will be issued by the Royal Aero Club, to whom application should be made. The aerodrome at Venice is San Nicolo on the Lido, west of Venice, while seaplanes should alight at St. Andrea, just north of the Lido.

PRIVATE



FLYING

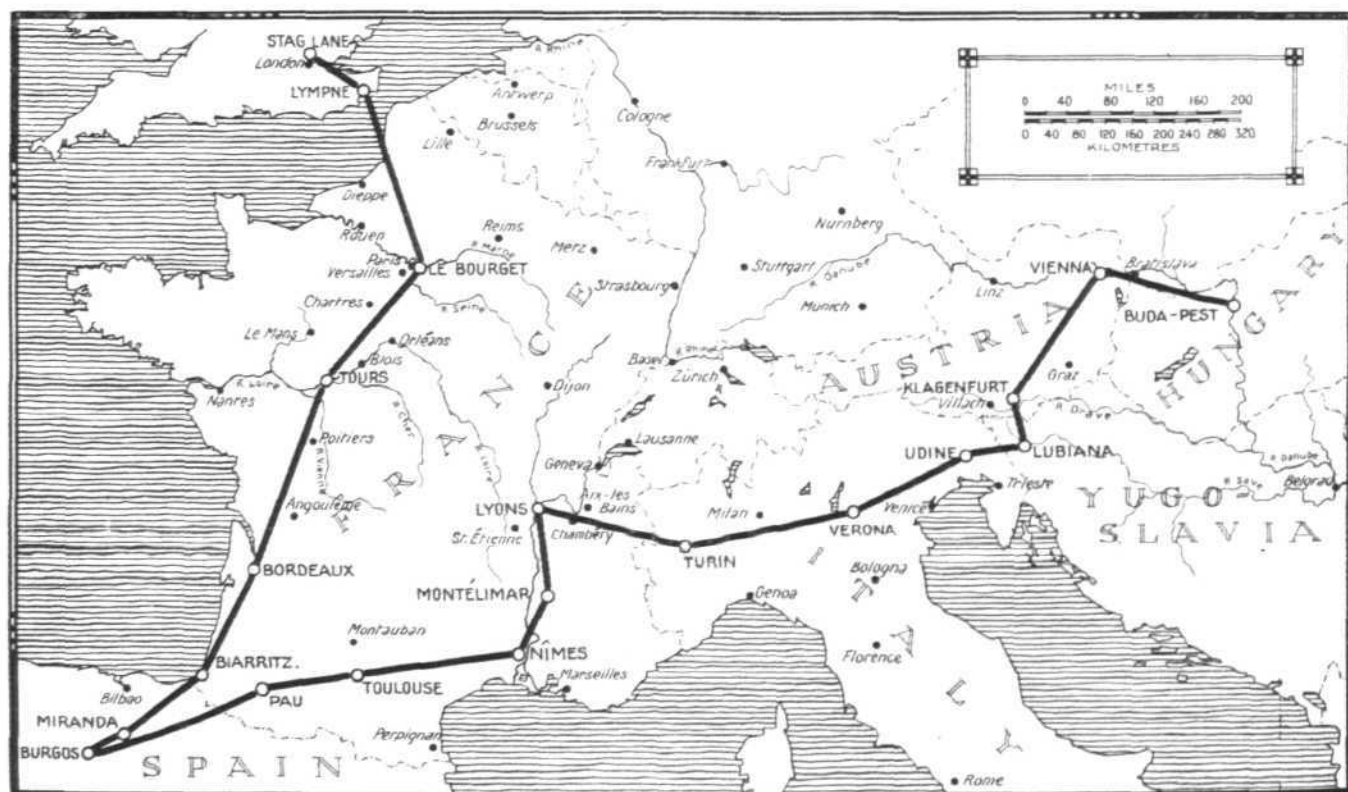
A Section of **FLIGHT** in the Interests of the Private Owner, Owner-Pilot, and Club Member

SEVEN COUNTRIES IN EIGHT DAYS

By **IVOR H. McCLURE**

To discover the conveniences or difficulties of touring by air in Europe I persuaded a friend of mine, who is an experienced and able pilot, to spend his fortnight's holiday this year in an attempt to visit with me fifteen countries in a "Moth." We made no more elaborate preparations than we should have done had we been travelling by car, and we carried the little luggage that we needed with us. One necessary precaution that we took was to carry a small quantity of the currency of each of the countries, as banks have not yet established branches at every aerodrome. On July 29 we left Stag Lane aerodrome and landed at Lympe and Le Bourget for customs formalities. At Le Bourget we tried to fill up with petrol at the wrong hangars. It cost us a delay of an hour and a half. On previous occasions I have filled up and paid at the pump nearest to the Customs House and been away in under half-an-hour. That night we landed at the military aerodrome of Tours, 4½ km. to the N.N.E. of the town. The commandant makes it a point of honour to extend a cordial welcome to visiting aircraft, and I have always enjoyed every possible assistance when I have landed there. The aerodrome is large and the ditch that runs across the eastern portion need worry no one, as the hangar for visiting aircraft is at the western end, next to the large shed marked RAVT. As it is a military aerodrome the formalities for paying for petrol are a little elaborate and may occupy a quarter of an hour. Mobiloil we had to fetch from a garage in town. Next morning we were given an accurate weather forecast for our route and soon emerged from rain and low cloud into fine weather. We landed at Bordeaux for

petrol. The aerodrome that we chose is the State aerodrome at Teynac, 10 km. to the west of Bordeaux, in preference to the military aerodrome further to the west at Souge. The aerodrome has an indifferent surface, with a small pond in the middle, and is nearly surrounded by trees. Nevertheless, it is large enough to present no difficulties. The organisation, as at most State aerodromes in France, is good, and there is a very welcome canteen. Thence we flew to Biarritz, leaving the big wireless masts south of Teynac on our left, over the immense forests of the Landes, beautiful and fragrant, but inhospitable to aircraft. Biarritz is a very bad aerodrome, and, though there is a guardian, it is not official. It is small, the surface is very bad, there is not even a wind stocking, and there is no meteorological station. From Biarritz we intended to get to Madrid next day, and we asked the guardian to telephone for information about the weather, not only in the Pyrenees, but beyond them in Spain. Next morning the guardian was still doggedly, hopelessly and vainly trying to get Bordeaux on the telephone. He then tried Pau, which had no information about the weather over the frontier. So we went without. This was our first lesson on the subject of frontiers. We flew over San Sebastian and followed the railway, but in two hours we were back in Biarritz, defeated by the clouds in the mountains. Too many pilots have been killed in these conditions to make any risks worth taking. Meteorological information, there an absolute necessity, is utterly lacking. While we went to fetch more oil and petrol, unobtainable at the aerodrome, Mlle. Bolland, the well-known French pilot, most goodnaturedly spent two



MR. McCLURE'S TOUR.—This map traces the interesting effort of Mr. Ivor McClure, a private-owner of a "Moth," to cover fifteen countries in fourteen days. An unfortunate mishap in a night landing at Buda Pest brought the tour to an abrupt close. He had managed to accomplish about half his programme, for he had covered seven countries in eight days. To overcome an uninvited sojourn in Spain it became more or less necessary to "escape." Continental air touring obviously presents many difficulties yet which would seem to demand official co-operation between countries to banish them. Mr. McClure noticed that "frontier" feeling in places which does not always make the appearance of foreigners very welcome.

hours putting a trunk call through to Vittoria to find out for us what the weather was like in Spain. The aerodrome at Vittoria was not on the telephone, so she got the news from the post office.

Over the Pyrenees

As we were told that it was fine at Vittoria, we climbed to 8,000 ft., and steered a compass course above the clouds. Once over the Pyrenees we found the almost incredible visibility that Spain enjoys. We had a certain amount of trouble, as our map of Spain, the best we could obtain in London, was useless for purposes of flying; it is doubtful if it would have been valuable for any other purpose either. We landed at Burgos too late to go farther that night. The aerodrome is large and good. It is about 6 km. to the east of the town, near the little village of Gamonal. The hangar that we used is the large one to the north, but it was so full of military machines that there was only just room for the "Moth." The offices and barracks are to the west. We obtained quite good petrol, but Mobiloil, which we could only get in gallon cans, we had to bring from Burgos. A special authorisation is necessary to fly over Spain, and we had applied for this at the Spanish Legation in London. They had promised to telegraph for it to Madrid, but it had not arrived before we left. Our experience of what courtesy will do towards lessening the hardships of formalities in the hospitable land of France made us hope for the best.

Though the Commandante of the aerodrome had known my friend previously in Morocco, where for fifteen months he had flown on the Seville-Larache route for the Spanish Government, yet he could not allow us to proceed without authority from Madrid. Nor were we to be trusted to fly to Madrid, where we could have procured the authority in an hour or two. The Commandante, however, promised to telegraph at once. All next day we sweltered in the none-too-clean town of Burgos, going through the movements of sending telegrams that surely never arrived, even if they left. Rumours of authorisations were all that we obtained. The following day, after an arid morning and a distressful afternoon, we went to the aerodrome to gaze at the Pyrenees. We took the "Moth" from the hangar and ran the engine, thereby making the officer of the day a little restless. A few moments later news arrived that the permit was believed to be on its way. We had heard this too often to be hopeful, and as it was already six o'clock we kicked the chocks from under the wheels and left. If the news about the permit was incorrect, we take this opportunity of apologising to the Spanish Government and to the Commandante of the aerodrome for our evasion. But until Spain becomes a signatory of the Fédération Aéronautique Internationale, and accepts the privileges and obligations enjoyed by twenty-five other countries, we, personally, will renounce the sometimes hazardous pleasure of again crossing the Pyrenees. That night we had a charming and enthusiastic reception at the military aerodrome of Pau. The aerodrome at Pau is impressive. It is large and has an excellent surface; the curious plant that grows over a large part of it, and which appears rather a deterrent from the air, is actually no hindrance to landing or taking off. The long row of hangars, offices and barracks occupy the south side. The hangar which we were permitted to use is half-way between the centre and the northern end. The assistance that we were offered was almost embarrassing, as we usually preferred to do our own filling up, oiling and greasing. But the kindly French officers considered this to be a slight on their hospitality, and the mechanics which they offered us were both keen and efficient. To the tourist the aerodrome suffers from the disadvantage of being 12 km. from the attractive town of Pau. A taxi is easily summoned, but for the return journey we were invited to use the lorries that leave the barrack square in Pau at 6.30 in the morning. This we did, bringing our Mobiloil with us.

In France

Air touring in France as compared to England is easy, and no better maps than Taride or Michelin are necessary. The latter have many aerodromes marked on them. After leaving Pau we called at Toulouse and at Nîmes for lunch, where we ran into the Mistral. Toulouse has two aerodromes. We chose the State one to the south-west in preference to the one farther east belonging to the Latécoère line from Toulouse to Casablanca. To the north there is a large hangar, a BP petrol pump, and the house and office of the guardian. Full information about our route to Nîmes was available, and a promise of fine weather. They erred a little on the side of caution, for they advised us to fly a rather longer course to the south, over Carcassonne and Béziers, in order to avoid

the bumps over the Cévennes. We found it, however, not at all unpleasant over the mountains. Nîmes aerodrome is to the east of the town, and though it is of fair size, it has a poor, stony surface. The hangars and the guardian's house are to the north and north-west. To the north a line of low hills rises up sharply from the aerodrome, the approach from the south being over a road with a double line of trees and telegraph wires. We obtained petrol there so bad as to be almost incredible. We were lucky to need little of it. Mobiloil we brought with us from the town. The Mistral, the prevailing wind in the Rhone Valley, is reputed to being just north of Valence and blows out to sea. It lessens in strength over 3,000 ft., but, lower, often maintains a steady 25/30 m.p.h. We intended to reach the private aerodrome of Chambéry that night, but early sunset in the mountains and the Mistral made it more prudent for us to land at the new State aerodrome at Montélimar. It is situated between the river and the town, and the surface and approaches are all good. There is a large hangar to the west, and behind it the cottage of the guardian and the meteorological office, clean and efficient. The petrol pump is apparently reserved for military machines, so, to avoid difficulties of payment, we brought our petrol and Mobiloil from the town. At dinner that night we learned of great nervousness along the Italian frontier, and of armed forces in a state of preparedness. That frontier feeling! On reaching the aerodrome next morning, the guardian told us that he had taken counsel by telephone, and that we must go to Lyons to clear our papers. Though it took us out of our way, it was promptly done at a well-organised air port. The aerodrome is enormous, the offices, meteorological station and petrol pump being in the south-east corner. When we asked for a weather report for the Lyons-Turin, information was only available as far as the foothills of the Alps, and nothing known about the other side of the frontier. Once more we trusted to luck. At 10,000 ft. we crossed the Mont-Cenis, the first "Moth" to do so. In two hours we had landed at Turin. The customs aerodrome is at Mirafiore, large and good. The offices are to the north.

In Italy

Within a few moments of landing, the entire Air Force staff of Mirafiore, in their immaculate white uniforms, were busying themselves with our entertainment. Chairs were placed for us in the shade, drinks were ordered, a car was sent into the town to fetch Mobiloil for us, and Customs officers were summoned to deal with our papers. In the background, however, there was much discussion whether or not we should have a special permit and, in a back office, officers were immersed to the waist in books of regulations. As Italy is a member of the F.A.I., no special permit should be necessary, but we felt at the time that it was courtesy rather than knowledge of this that permitted us to proceed to Verona. We had difficulty in finding our way. Our maps were highly inaccurate, and the northern plains are devoid of features that can assist a pilot. Moreover, the visibility was limited to about a mile by the heat haze. By keeping the Alps on our left we were able to pick out Lake Garda, and then the military aerodrome of Verona. This is easy to find as it is in a sharp bend of the river Adige to the N.W. of the town. The surface is good, but the distance from Verona must be the best part of 8 kilometres. The military authorities were kind enough to offer us transport both ways. Oil we had to get in the town. We reached Udine next day, and were received with exemplary courtesy and hospitality by a young officer on duty, who ordered food to be prepared for us in the officers' mess. Beyond that, he was unable to do anything for us until his superior officers returned at three o'clock. In Italy the mid-day rest is from noon to three. Two hours after we had landed, notification of our probable arrival came from Verona by telephone, the line having suffered some defect. The aerodrome, called Campoformido, is 7 kilometres from the town. The surface is not everywhere good, and it is best to land as near as possible to the hangars on the north side. The hangar that we used to protect the machine from the intense heat of the sun is the westernmost hangar on the north side. The Customs offices are on the south side of the aerodrome. While Customs formalities were being undergone, the military authorities kindly sent into the town to get Mobiloil. We noticed that a gallon of Mobiloil cost about 10s., and petrol about 2s. 10d. a gallon. The landing fee was 6s. 6d. as against 10d. in France and 2s. 6d. in this country. We asked for a weather report over the route to Lubiana in Jugo-Slavia, but, as before, it seemed impossible to obtain any information about weather conditions on the other side of any frontier, nor could we learn the position or any particulars about the aerodrome which we believed to exist at Lubiana. We left, therefore,

in ignorance with thunder threatening on the left, but the sky ahead clear. We flew a compass course for Lubiana, but in an hour, owing to violent and erratic winds, we were lost in rain and lightning among the mountains. We were able to return to the coast, find Gorizia, and pick up the road to Lubiana, which we followed closely over the pass, arriving in heavy rain over Lubiana.

Vanished Aerodrome

Twice we circled the town and environs, but no sign could we find of any aerodrome. This is not surprising, for it had been done away with some time ago. We therefore decided to fly on to Klagenfurt before dark. We crossed the Karawanken Alps at 9,000 feet, came down through the clouds, and immediately grew cheerful at the sight of a neat aerodrome just north of the attractive little town of Klagenfurt. The aerodrome is easy to find, as the railway, which runs north and south, forms the western boundary. The aerodrome slopes down slightly towards the south. Mobiloil B and apparently, sometimes, BB are obtainable, but the supply of the latter had run out, and we were obliged to fetch some from a garage in the town. The guardian, wearing uniform and a sword, took charge of us with politeness and efficiency. Here were the first hangar doors that I had ever seen that could be worked with one hand without jamming. In the hangar was a Junkers machine of the Luft Hansa line that had been unable to leave for Vorarlberg owing to the bad weather. Next morning we found our papers ready for us, and we asked for a weather report for the Vienna route. The telephone had broken down so this could not be provided. We were told that in a quarter of an hour a machine would arrive from Vienna, and the pilot would tell us about the weather. In half an hour no machine having arrived, we decided to do our best unaided. We followed the railway and crossed the Semmering mountains at 8,000 ft., meeting much cloud. Visibility in the plain was hardly a mile owing to smoke from Vienna, which the wind was blowing, as usual, against us. The air port of Vienna, which is at Aspern, across the Danube to the east of the town, is in many respects well organised. The police and Customs formalities are

carried through with thoroughness and despatch. Mobiloil we had to fetch from the town, and the petrol left behind in the leather almost its own weight of residue. Moreover, as far as we were concerned, two regrettable errors were made.

Unlucky Landing

Having decided to go to Budapest for the night, we asked at what time it was dark. We were told at eight o'clock. Just before taking off I asked that our probable arrival in two hours' time should be signalled through to Budapest. Soon after a quarter past seven the sun set and, without any twilight, the darkness descended. It does not pay to be ignorant of such conditions. At half-past seven we were flying over the lighted city of Budapest, vainly searching for the aerodrome and its lights or beacons. As we could see none, we landed on an old military parade ground where a deep furrow wrecked our "Moth" at our farthest point from home. Having received no warning from Vienna, Budapest aerodrome had made no lights to guide us. The aerodrome at Budapest is at the best of times not easy to find. It is at Mátyásföld (pronounced Mut-yus-felt), a good 12 kilometres from the centre of the town. The regulations are complicated and rigidly enforced irrespective of the convenience of the visitor. It must be remembered that we are in part responsible for the fact that Hungary is not allowed to have any aircraft, and, though little or no ill-will is borne against us, this restriction is by no means a matter of indifference. We had done 2,200 miles, half our journey, landing at seven countries in eight days. We have asked ourselves what has been chief among our difficulties. They have been very few. The chief nuisance has been boundaries and nervousness, and suspicion and ineradicable hatred between nations, for this makes peaceful travel always an anxiety and sometimes nearly fatal. Perhaps this will be minimised one day, for, with but one exception, we ourselves always met with courtesy, helpfulness and kindness within each country. We gladly take this opportunity to express our gratitude and appreciation with the hope that when our former hosts come to this country they will receive as pleasant a reception as they gave us.

Flying in the Argentina

In a very interesting and informative letter from the Argentina, Mr. A. J. Greenshields tells us that he is the only British private owner in that country, where he flies an Austin Whippet, which he took out from England in October, 1920. He also uses a Potez VIII, a two-seater machine fitted with a 70 h.p. Anzani engine. He is one of our earliest post-war private owners, for he registered a B.E.2e as G-EAJV in June, 1920, and his Whippet in July the same year. The latter was shown at the 1920 Aero Show by Messrs. Austin. Incidentally, Mr. Greenshields claims its registration letters as G-EAUX, but we think this is a small slip, as according to an official list it should be G-EAUZ. The G-EAUX was a Martinsyde F.4. Our correspondent's name did not appear in

our first list of private owners, for that only embraced those still owning machines in this country at the time. In a complete list starting from the end of the war, Mr. Greenshields would take preference to Dr. Whitehead Reid, who headed our list, and so would many others, although we believe Dr. Reid owned a D.H.6 some time before he registered his present machines in 1922. From this letter we also learn that there is only one regular air line still running in the Argentina and it is that of Junkers, linking up Buenos Aires and Monte Video. There is hardly any flying by private owners. The conditions of the country and the climate are quite favourable for flying, and it ought to appeal more than it does, for the roads are very bad and there are long distances between railways.



PRIVATE FLYING IN 1920 : This Austin Whippet and B.E.2e, taken at Hendon in 1920, comprised the fleet owned by Mr. A. J. Greenshields, who is now in the Argentina, where he still flies the Austin Whippet as well as a Potez VIII two-seater fitted with a 70 h.p. Anzani engine. He is the only British private owner in that country

LIGHT 'PLANE CLUBS

London Aeroplane Club, Stag Lane, Edgware. Sec., H. E. Perrin.
3, Clifford Street, London, W.1.
Bristol and Wessex Aeroplane Club, Yate, Gloucester. Sec., C. S. Clarke, Channel Road, Walton Park, Clevedon, Somerset.
Hampshire Aeroplane Club, Hamble, Southampton. Sec., Maj. Ross White, Hamble, Southampton.
Lancashire Aero Club, Woodford, Lanes. Sec., C. J. Wood, Oakfield, Dukinfield, near Manchester.
Midland Aero Club, Castle Bromwich, Birmingham. Sec., Maj. Gilbert Dennison, 22, Villa Road, Handsworth, Birmingham.

Newcastle-upon-Tyne Aero Club, Cramlington, Northumberland. Sec., A. H. Bell, c/o The Club.
Norfolk and Norwich Aero Club, Mousehold, Norwich. Sec., H. O. Bennett, 5, Opie Street, Norwich.
The Scottish Aero Club Movement, 101, St. Vincent Street, Glasgow. Sec.: Harry W. Smith.
Suffolk Aeroplane Club, Ipswich.—Secretary, Courtney N. Prentice, "Hazel dell," Stowmarket, Suffolk.
Yorkshire Aeroplane Club, Sherburn-in-Elmet, Yorks. Sec., J. F. Barnes, 39, Swan Arcade, Bradford.

LONDON AEROPLANE CLUB

FLYING TIME.—The flying time for the week ending September 4, 1927, was 53 hrs. 15 mins. Dual instruction, 26 hrs. 45 mins.; solo flying, 22 hrs. 55 mins.; passenger flights, 3 hrs. 35 mins.

Dual Instruction.—With Capt. F. G. M. Sparks : H. J. Greenland, J. H. Veasey, W. Hay, L. W. Gibbens, R. G. Whalley, G. W. Hall, G. Black, C. N. Brand, L. Rowson, Lord Carlow. With Capt. S. L. F. St. Barbe : R. G. Whalley, J. H. Percy, L. Martin, R. P. S. Taylor, A. S. Mulder, R. B. Tucker, G. Black, J. H. Veasey, T. C. Elford, H. R. Presland, L. W. Gibbens, E. K. Broderick, Dr. Cook, A. S. Richardson, G. W. Hall, J. Bickley, P. Ward, J. E. S. Sawyer, J. W. Harrison, J. H. Percy, H. S. Greenland, Miss Fletcher, E. K. Blivh.

Solo Flying.—W. Hay, C. E. Murrell, R. Malcolm, E. V. Wright, J. M. McClure, L. W. Gibbens, A. S. Mulder, R. B. Tucker, A. F. Wallace, G. C. Bonner, G. Black, J. H. Veasey, A. R. Ogston, Maj. H. Petre, Maj. K. M. Beaumont, G. Terrell, O. J. Tapper, G. H. Craig.

Passenger Flights.—With Capt. S. L. F. St. Barbe: E. V. Walker, J. D. Lloyd, J. P. Edinger. With A. F. Wallace: R. Avery. With Capt. F. G. M. Sparks: A. Fowler. With W. J. Hay: R. Hayes. With G. Terrell: R. Hayes.

Aviator's Certificate.—On Friday, August 26, L. W. Gibbens made the qualifying tests for his aviator's certificate.

Telephone Number.—The club's telephone number at Stag Lane is now 6367 Collindale.

BRISTOL & WESSEX AEROPLANE CLUB

REPORT for week ending Saturday, September 3. Flying Time : 19 hrs. 40 mins. Instruction : 17 hrs. 40 mins. Soloists : 1 hr. 5 mins. Passengers : 55 mins. Instruction (with Mr. Bartlett) : Miss Miles, Messrs. The Hon. H. C. H. Bathurst, H. H. Bromham, P. Bryan, F. J. Bishop, T. H. Clarke, R. A. Hall, I. J. Inskip, R. H. C. Petters, A. E. Russell, J. H. Roberts, H. A. Tiarks. Pilots : Mr. R. B. Tapp. Soloists (under instruction) : Mr. R. A. Hall. Passengers (with Mr. Bartlett) : Miss Watson, Miss Parry, Miss Rowe, Mr. Horwood.

We are pleased to record this week our first solo flight under instruction. Mr. R. A. Hall being launched on September 1 and putting up an excellent show. Capt. McIntosh who has been doing his petrol consumption tests at Filton for his Bristol Jupiter engine, has honoured us by becoming a member of the club. His last visit to the club was on Sunday prior to his departure that afternoon for Ireland. All members wish him the best of luck on his transatlantic flight.

HAMPSHIRE AEROPLANE CLUB

REPORT for week ending Sunday, September 4. Total flying time: 32 hrs. 20 mins. Instruction: 13 hrs. 5 mins. Soloists: 15 hrs. 35 mins. Passengers (with Flt.-Lieut. Thomson): 2 hrs. 25 mins.

Instruction: Commander Hunt, Lieut.-Commander Woodhouse, Capt. Molyneux, Capt. Bailey, Master Waite, Messrs. Sanders-Clarke, Parker,

Molyneux, Capt. Bailey, Master Wain, Messrs. Sanders-Clarke, Parker,

Fortlage, Standford, Wells, Whittle, Blake, Williamson, Molony, Duggan, Southcliffe, Baynes, Cripps, Kerry, Beasley, Boileau and Hancox. Soloists: R. Sanders-Clarke, Messrs. Pargeter, Wells, Molony, A. R. Mellor, Rumble, Whittle, Fagan, Parker and the following "A" Licence pilots: Don J. de la Cierva, Lt. Graham, Capt. Yeatman, F./O. Southey, S. Fry, K. P. L. Bowen, Shepherd, Lt. Oliver. R.N., Flt.-Lieut. Crawford, E. Wallie and Ash.

On Sunday, September 4, we held a house warming, and a large number of members spent a very enjoyable afternoon and evening. Our two "Moths" were kept busy until dusk carrying joy riders, over fifty passengers availing themselves of this opportunity of tasting the joys of the air. Flt.-Lieut. Thomson took up 20, K. P. L. Bowen 19, Don J. de la Cierva 8, and the following pilots took one each:—Flt.-Lieut. Crawford, Mr. Ash, Mr. Wyllie, and Lt. Oliver.

Tea was served in the lounge of the club-house, and afterwards the room was cleared and an impromptu dance took place to the music provided by our latest acquisition, a H.M.V. cabinet gramophone. Everyone seemed very happy and the committee were requested by the members to organise similar events at frequent intervals. It is necessary, at this juncture to pay a tribute to our ground engineer, McCracken and his assistant, Stanford. On Friday preceding this event, the engine of G-EBOI developed serious internal troubles and it appeared that we should have only one aeroplane for our joy riding. McCracken and Stanford set to work, however, and carried on through two days and two nights practically without sleeping in order to put the refractory engine into condition. This was accomplished successfully in time for us to use G-EBOI on Sunday afternoon. On Wednesday, Lieut. Graham passed his qualifying tests for the "A" licence and Mr. B. Whittle made a successful first solo on Friday.

LANCASHIRE AERO CLUB

REPORT for week ending September 3, 1927. Flying time, 50 hrs. 5 mins. Instruction, 12 hrs. 45 mins. Solo flights, 26 hrs. 40 mins. Passenger flights, 8 hrs. 30 mins. Test flights, 2 hrs. 10 mins.

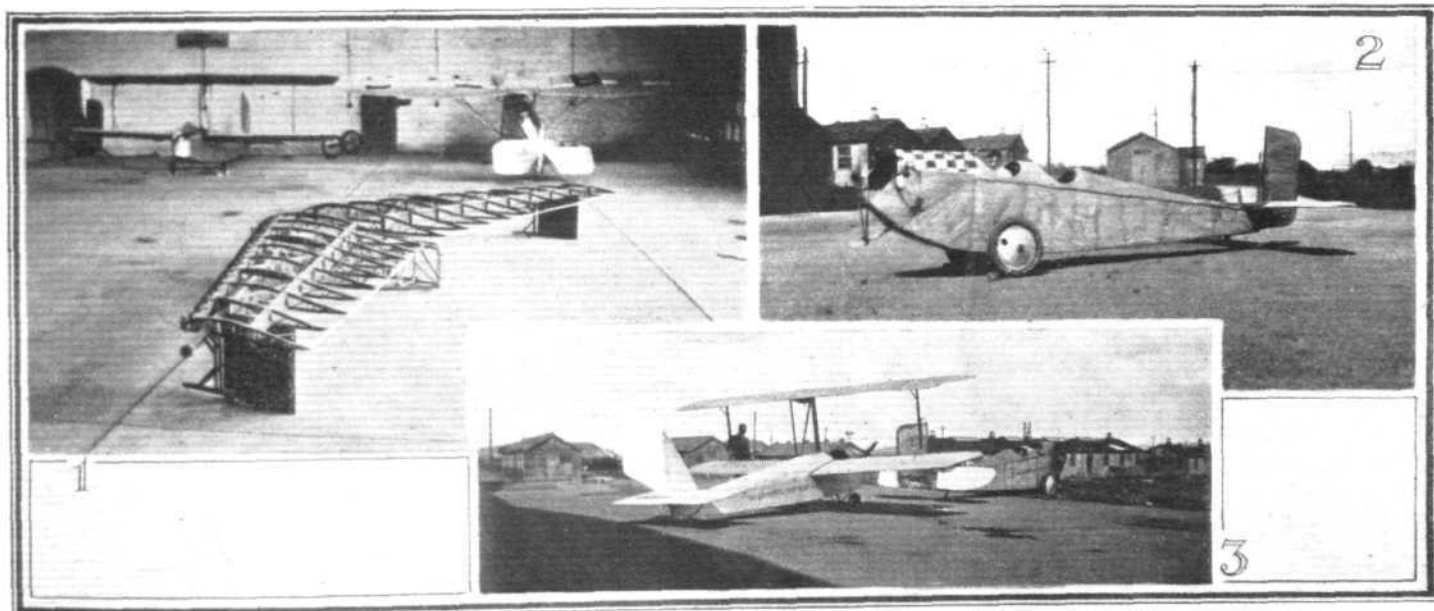
Instruction. With Mr. Brown: Messrs. Brooking, Sykes, Allott, Harper, Davison, Riley, Scholfield, Caldecott, Tweedale, Parker, Ruddy, Crosthwaite, Fisher, Cuttle, Browning, Kinsley, Cohen, F. Scholes.

Soloists (under instruction): Messrs. Rowley, Hollindrake, Fisher, Anderson, Harber, Caldecott, Miss Baerlein. Pilots: Messrs. Ward, Costa, Crosthwaite, Hardy, Chapman, Gattrell, Twemlow, Davidson, Cantrill, Williams, Goodfellow Nelson. Mrs. Lynn.

Passengers: With Mr. Brown—Messrs. Chapman and Lowe; the Misses Jenkinson and Schofield, Mrs. Williams. With Mr. Cantrill—Mrs. Sykes, Mr. Goodfellow. With Mr. Lacayo—Miss Goodchild, Mr. Mills. With Mr. Leeming—Mr. Downeshaw. With Mr. Costa—Messrs. Anderson and Rowley. With Mr. Williams—Messrs. Eastwood and Allott. With Mr. Twemlow—Messrs. Rowley and Allott. With Mr. Nelson—Miss Armstrong.

Notes

Three machines in service and a week of fine weather—or what passes for fine weather up here. It sounds too good to be true, but it's a fact. Poor old



EXPERIMENTAL LIGHT 'PLANE CLUB AT NOTTINGHAM : The work of this interesting club, full particulars of which were given in "Flight" for February 17 this year, is proceeding on very ambitious lines. No. 1 picture shows the partly-constructed tailless machine in the foreground, which is being erected entirely to the members' designs. Incidentally, these have been approved by an experienced designer, with the exception of a few minor details. On the right of No. 1, against the wall, is somebody's Westland "Widgeon," and on the left and also in the foreground of No. 3, is the Club's own-built Linnet, in which they have been experimenting with an A.B.C. engine, but not with very good results. They are anxious to get hold of another engine. In No. 2, is their taxiing and general knockabout machine, the "Pink Emu." Financial and housing troubles have hampered the Club lately, but in face of this they obviously progress. The leading spirits are Mr. R. F. T. Granger and his brother. Our previous notice of their work brought them considerable technical assistance.

LV, who has come back to the fold, is not so young as she used to be. Like a lady of uncertain age she looks well enough with her paint on, but get her on the move and she gives herself away. Messrs. Hollindrake and Anderson have passed the tests for their R.Ae.C. certificates. The former, having taken delivery of his new Avro Avian, proceeded to Scotland, where he is said to have sold Avians to the cautious inhabitants in large quantities, thus proving that nothing is impossible. Like the famous Mr. Levine—*Potest quia posse videtur*. Attaboy!

MIDLAND AERO CLUB LIMITED

FLYING hours, week ending September 3, 1927, 15 hrs. 18 mins.
Dual instruction (with Mr. McDonough): R. D. Bednell, B. Barton, A. Ellison, R. L. Brinton, N. F. Crane, Capt. J. E. Brewin, E. P. Lane.
Solo: R. Cazalet, B. Barton, C. Fellowes, E. R. King, R. D. Bednell, S. H. Smith, R. L. Jackson.
Passenger Flights (with Mr. McDonough): R. Darlington, J. H. Moore, S. Hall, L. F. Gundle, W. Baldwin.
Passenger Flights (with Mr. E. J. Brighton): L. C. Wager.
We received EBLT from De Havilland on Saturday after its annual overhaul, the machine looking like new—and an excellent tribute to the service offered by the De Havilland Co. On Monday Mr. Cazalet passed the flying tests for his aviator's certificate, and on Wednesday Mr. Bednell was launched solo. During the week Mrs. Elliott Lynn on an Avian, and Mr. Davenport on a Renault Avro paid us a visit.

NEWCASTLE-UPON-TYNE AERO CLUB

REPORT for week ending Sunday, September 4:—Flying time: 35 hrs. 55 mins. Instruction, 9 hrs. 20 mins.; soloists, 6 hrs. 10 mins.; passengers, 19 hrs. 30 mins.; tests, 55 mins.
Instruction (with Mr. Parkinson), Messrs. Sadler, Rasmussen, Glenn, L. Middleton, P. L. Lawson, Horne, Griffiths.
Soloists (under instruction): Messrs. Wardill, Rasmussen, L. Middleton, Wilson, Shaw.
"A" Pilots: Messrs. R. N. Thompson, Mr. Turnbull, Mrs. Heslop, Mr. Elmes.
Passengers: With Mr. N. S. Todd, Mr. McGregor; with Miss Leathart, Miss Slade; with Mr. Maxwell, Mr. Aitchison, Mr. A. Bell; with Mr. R. N. Thompson, Mr. P. L. Lawson; with Mr. Mathews, Mr. White; with Mr.

Heppell, Mr. Ferguson; with Mr. Baxter Ellis, Mr. R. G. Lawson; with Mr. J. Stawart, Miss Stawart; with Mr. A. Bell, Mr. J. Bell.

Mr. Lawrence M. Middleton carried out his first solo on Saturday, making a polished flight and perfect landing. Mr. Middleton is only fourteen years old, and is believed to be the youngest soloist in the country. On the same day Mr. C. E. Shaw carried out his height tests in masterly style. The club was pleased to receive a visit from Mr. Down-Shaw, chairman of the Bristol and Wessex Club, who appeared to be favourably impressed with what he saw at Cramlington. LX was back on service on Saturday evening, and contributed her share to the total of 14 hrs. 30 mins. for Sunday.

SUFFOLK AEROPLANE CLUB

REPORT for week ending September 4 (part week):—Flying time, 9 hrs. 5 mins. Instruction, Dr. Jas. Sleight, H. Billinton, N. Creasey, S. Schofield, C. N. Prentice. Passengers: Miss MacCallum Swann, Mrs. Courtney Prentice, C. Hanson, F. H. Jolly, E. Dyson, T. Marriage, E. Prentice. The club's "Blackburn Bluebird" was delivered on Monday last, and flying commenced on Wednesday. All the members are very enthusiastic, and it looks as if we shall be very busy with only one machine. Several new members have been enrolled.

YORKSHIRE AEROPLANE CLUB

REPORT for week ending September 3, 1927:—Flying times: 18 hrs. 50 mins. Instruction, 10 hrs.; soloists, 6 hrs.; passengers, 2 hrs. 50 mins. Instruction with Capt. Beck: Messrs. Humphries, Bailey, Dujardin, Mason, Swift, Tattersall, Crouther, Ten Bos, Hirst, Ambler.
Soloists under instruction: Batcock, Lister, Birch, Weyman, Rhodes.
Passengers with Capt. Beck: Miss Springmann, Miss Crawford.
This week saw two more of our members go solo, Messrs. Lister and Rhodes. Mr. Lister is an ex-R.A.F. pilot who has just taken up flying again after a lapse of several years. On Wednesday we had two visitors, Mr. Down-Shaw from Bristol, and Dr. Merton from London, who had come to Leeds to meet the British scientists. Capt. Beck and Mr. Down-Shaw flew over to Brough and had a look at the "Bluebird." We received our first "Bluebird" on Friday, and it has been kept busy since, as soon as 'NN saw the "Bluebird" arriving it decided to have a rest, and cracked a cylinder head. Mr. Jack Hylton and his band arrived here on Sunday in one of the Imperial Airways' machines. After flying round Blackpool and Harrogate, they left on Monday morning for London again.

NORWICH AIR DAY

THE members of the Norfolk and Norwich Aero Club were "at home" to the Norwich Corporation at the Mousehold Aerodrome on the evening of September 1. The pilot instructor to the club, Capt. Lines, took up 12 City Fathers over the city of Norwich, whose affairs they administrate. The Sheriff, Mr. A. A. Rice, who is the Chairman of the Club, received the guests, in company with Miss Rice. They included the Lord Mayor, Mr. C. R. Bignold, who is a member too. The Lady Mayoress also attended, and so did Mrs. Cato, who represented Capt. H. Cato, the Chairman of the Social Club. The flights were carried out on a "Moth" kindly lent by the De Havilland Company. (It will be remembered that the club's own "Moth" was smashed recently by a member). For two hours Capt. Lines continued joy-riding without ceasing, his passengers including many women. The first to rise was Councillor A. W. Harvey, and he was quickly followed by Mr. G. Amond, Mr. Greenfield, Mr. Frazer, and many others. Mr. Greenfield was the oldest of the Councillors to make the trip. He is 71 years of age. It had been expected

that a member of the Suffolk Club would pay a visit to the aerodrome in that club's Blackburn "Bluebird," but he did not appear, probably through the bad visibility that prevailed. Messrs. Boulton and Paul had on view one of their P.9's, a machine in which Squad-Ldr. Read has won several prizes. The visitors also had the interesting experience of inspecting the workshops of the famous metal production experts.

Future Plans

NEXT year it is hoped to have a "workers' day" in order to give the working classes a chance of making flights, for it is recognised that flying is not yet a cheap form of sport. There is not the slightest doubt that they will find as keen an interest in flying amongst the working classes as in any other class. When their financial strength improves they hope to do more for charity than they have yet been able to accomplish. Norwich deserves its success as a flying club for it is ever trying to attract public interest in a very agreeable way, and in this it is well followed by the powers that be in its City.



For Scotland: Mrs. Elliott-Lynn left Woodford Aerodrome on September 2, in her "Avian," to lecture in Scotland for a fortnight on behalf of the Air League of the British Empire. She was accompanied by her secretary (seen on the right of the "Avian") and Mr. Hollindrake (on the left), the latter flying his own "Avian." Amongst the places that will be visited are Dundee, Perth, Aberdeen, Glasgow, Ayr and Edinburgh.

["MANCHESTER GUARDIAN" Photograph]

THE ROYAL AIR FORCE

London Gazette, August 30, 1927

General Duties Branch

Wing Commander William J. Ryan, C.B.E., is appointed Provost Marshal and Chief of the Air Force Police (Aug. 17) (vice Wing Commander Alan H. Jackson).

The following Flight Cadets having successfully passed through the R.A.F. Cadet College, Cranwell, are granted permanent commissions as Pilot Officers, with effect from and with seniority of July 30:—F. R. Worthington, C. McK. Grierson, A. W. Sandeman, L. P. Moore, J. A. H. Loudon, J. W. Gillan, C. D. C. Boyce, A. P. F. M. Berkeley, C. C. O'Grady, M. G. Philpott, C. W. Grannum, C. H. Turner, R. A. T. Stowell, E. J. Watson, W. D. Butler, de L. Cooke, W. M. Moore, R. J. O. Bartlett.

The following Pilot Officers are promoted to rank of Flying Officer:—C. A. Anderson, D. V. Ivins, F. J. Parker, E. G. C. Stokes, L. M. Timmins, E. L. Wilson (July 12); C. P. Ashton-Jinks, C. H. L. Evans, F. Gower-Jones, V. G. A. Hatcher, C. G. Lucas, A. F. Merritt, W. J. Pickard, G. A. Underdown (July 16); R. H. Donkin (July 22); S. H. C. Gray (July 23).

The following are placed on half-pay list, scale B:—Flight-Lieuts.—E. M. Drummond (Mar. 20 to 28 inclusive); H. V. Rowley (Jan. 10 to 18 inclusive); Flying Officer J. E. W. Bowles for one day (Jan. 14). R. F. Jessel, Lieut., R.N., Flying Officer R.A.F., relinquishes his temp. commn. on return to Naval duty (Aug. 16); Flying Officer F. M. Rooth (Lieut., Indian Army) relinquishes his temp. commn. on return to Army duty (Aug. 21). The short-service commn. of Pilot Officer on probation R. S. Fleming is terminated on cessation of duty (Aug. 24).

Stores Branch

Flight-Lieut. T. S. James is granted a perm. commn. in this rank, with effect from Nov. 27, 1926, on completion of probationary service; Flying Officer J. W. Mitchell is granted a perm. commn. in this rank, with effect from Oct. 1, 1926, on completion of probationary service; Pilot Officer H. N. Davies is promoted to rank of Flying Officer (June 24).

Accountant Branch

Pilot Officer on probation R. A. J. Mullarkey is confirmed in rank and promoted to rank of Flying Officer (Aug. 3).

Reserve of Air Force Officers

General Duties Branch

The following are granted commns. on probation:—Class A.—Flying Officer.—W. A. Ramsay (Aug. 13). Class A.A.—Pilot Officers.—P. Kinsey (Aug. 8); A. B. Maconochie (Aug. 8); E. Rea (Aug. 11).

The following Pilot Officers on probation are confirmed in rank:—I. C. Horton (Aug. 4); A. G. Store (Aug. 9); H. J. Phillips (Aug. 16). Flying

Officer H. B. Hampson is transferred from Class A to Class C (May 29). The commissions of the following Pilot Officers on probation are terminated on cessation of duty:—L. Strangman (Apr. 15); A. C. Harper (Aug. 6).

London Gazette, September 2, 1927

General Duties Branch

Group Captain C. E. H. Rathborne, D.S.O., is placed on half-pay list, scale A., Aug. 21 to Oct. 24, inclusive; Air Commodore J. G. Hearson, C.B., C.B.E., D.S.O., is placed on retired list at his own request (Sept. 1).

The following are transferred to Reserve, Class A:—Flight-Lieuts.—A. F. White (Aug. 23); A. L. Russell (Aug. 27); R. H. M. Sheppard (Sept. 1). Flying Officers.—R. H. Stocken (Aug. 27); H. W. Westaway (Aug. 27); V. J. Hatton (Sept. 2); B. N. Murgatroyd (Sept. 2); A. J. Peacey (Sept. 2).

Flying Officer L. E. Maynard is transferred to Reserve Class C. (Sept. 2); Flying Officer (Hon. Flight-Lieut.) W. H. Vetch (Capt. Indian Army) relinquishes his temp. commn. on return to Army duty (Aug. 27).

Stores Branch

Wing Commander F. C. Williams, O.B.E., is placed on half-pay list, scale B. Jan. 6 to 9 inclusive.

Accountant Branch

Flying Officer J. A. Coleman is transferred to Reserve, Class C. (Sept. 1).

Medical Branch

J. McCarren is granted a short-service commission in rank of Flying Officer for three years on active list, with effect from and with seniority of Aug. 17.

Reserve of Air Force Officers

General Duties Branch

The following are granted commissions on probation in the rank stated:—Class A.A.—Pilot Officers.—D. H. F. Barnett (Aug. 15); M. G. Candy (Aug. 15); P. S. Clarke (Aug. 15); P. Drummond (Aug. 15); E. Batchelor (Aug. 16).

Flight-Lieut. E. W. Simpson is employed temporarily with the Regular Air Force (Aug. 8); Pilot Officer on probation D. H. B. Clark is confirmed in rank (Aug. 30). The commission of Pilot Officer on probation J. S. K. Inskip is terminated on cessation of duty (Aug. 6).

AUXILIARY AIR FORCE

General Duties Branch

The following to be Pilot Officers:—No. 601 County of London (Bombing) Squadron.—T. J. R. Cornewall-Walker (July 26).

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Flying Officers: E. V. S. Lacey, to Elec. and Wireless Sch., Flowerdown; 16.8.27. R. H. Barlow, to R.A.F. Training Base, Leuchars; 1.9.27. A. C. Evans-Evans, to Elec. and Wireless Sch., Flowerdown; 26.7.27. G. P. Macdonald, to No. 25 Sqn., Hawkinge; 26.8.27. M. V. Ward, to No. 405 Flight, Donibristle; 21.7.27. S. C. Parker, to R.A.F. Depot, Uxbridge; 5.7.27. W. Anderson, to R.A.F. Depot, Uxbridge; 8.8.27. R. A. R. Mangles, to R.A.F. Station, Worthy Down; 22.8.27. C. H. Ratcliffe, to No. 9 Sqn., Manston; 19.8.27. J. E. W. Bowles, to No. 420 Flight, Gosport; 22.8.27.

Pilot Officers: J. E. McC. Henderson, to No. 27 Sqn., India; 2.8.27. D. J. R. Hylton, to No. 5 Sqn., India; 21.7.27. J. W. Pease, to No. 4 Sqn., Farnborough; 20.8.27. The undermentioned Pilot Officers are posted on appointment to Permanent Commissions from the R.A.F. Cadet College, Cranwell, with effect from 30.7.27:—F. R. Worthington, C. McK. Grierson, C. W. Grannum, and C. H. Turner, to R.A.F. Base, Calshot. A. W. Sandeman, and W. D. Butler, to No. 16 Sqn., Old Sarum. L. P. Moore and C. C. O'Grady, to No. 4 Sqn., Farnborough. J. W. Gillan, to No. 111 Sqn., Duxford. C. D. C. Boyce, to R.A.F. Base, Gosport. A. P. F. M. Berkeley and J. A. H. Loudon, to No. 207 Sqn., Eastchurch. M. G. Philpott, to No. 29 Sqn., Duxford. R. A. T. Stowell, to No. 32 Sqn., Kenley. E. J. Watson, to No. 25 Sqn., Hawkinge. de L. Cooke, W. M. Moore and R. J. O. Bartlett, to No. 13 Sqn., Andover.

Full Up

No 503 Special Reserve Squadron (Waddington) is at full strength although recruiting only began in April. It was the first of its kind to be formed following the scheme outlined by the Air Minister, Sir Samuel Hoare.

To South Africa by Moth

FLIGHT-LIEUT. R. R. BENTLEY, M.C., started for South Africa from Croydon on September 1 in his "Moth" G-EBSO. He is an Englishman who is an instructor in the South African Air Force, and also known as a stunt pilot. He came to this country a few weeks ago faced with the necessity of finding someone to help him obtain a machine before he could fly back to South Africa. This he has soon managed to do. He flies alone, for his passenger cockpit has been fitted to carry the extra supply of petrol, which gives him a range of 900 miles. It was his plan to reach Lyons on the first stage, but he discovered that some important papers had been left behind, so a landing was made at Le Bourget, Paris, and a wire sent for them. He went on to Bron Aerodrome, Lyons, from Le Bourget on September 2, and reached Nice next on September 3. The next day, Sunday, Pisa was gained, and then Naples at 5.40 p.m. the same evening. He left for Malta the next day, at 1.30 p.m. On September 6 he arrived at Lebda, near Tripoli. His course through the African continent will follow down the Nile to Khartoum, then on to Livingstone, Bulawayo, Johannesburg, and Cape Town.

Air-Taxi Work by Private-Owner

A LONDON business man and his family have recently made an air tour of England and Scotland with the additional use of a motor-car. They hired Lord Ossulston, son of the Earl of Tankerville, who hires his services and his machine for air-taxi work at the rate of 1s. 2d. per mile. The start was made at Gleneagles, and the party of three, father, daughter and son, took it in turn to fly and drive by road in the car over a tour reaching nearly 1,000 miles. The pilot made three flights between Gleneagles and North Berwick on the first day, taking members of the family to visit friends. The daughter travelled to Catterick by air the second day and here an exchange was made of passengers, and the terrestrial and air parties then went on to Sheffield to transact some business. After a night here there was another exchange of places, and aeroplane and car went on to Henlow. And in this changing style the party visited Maidenhead and finally Ascot, where Lord Ossulston landed close to his "fate's" residence. By combining the use of a car with a two-seater "Moth" each passenger had been able to fly part of the journey.

Correction

In last week's paragraph on the travelling arrangements made by the Italian State Railways in connection with the Schneider Cup event the date April 1 was erroneously referred to in the future tense. The date should be April 1, 1927.

THE SCHNEIDER TROPHY RACE

(Concluded from page 630)

Signor Mussolini, who is at present staying in Venice, has announced his intention of witnessing the race from the Lido, and as it is a foregone conclusion that the King of Italy will also be present, English people who intend seeing the race are strongly advised to make arrangements for accommodation as early as possible. The rooms available in good hotels in both Venice and Lido are decidedly few for an event of such international interest, and second-class accommodation in Italy is not to be too highly recommended. Intending visitors would be wise to drop a line either to the Venetian municipal authorities, or to the Compagnia Italiana del Grande Albergo, Venice. The latter control most of the best hotels in both Venice and Lido.

The Technical Commission met at Venice on September 5, and lots were drawn to decide the order of departure of the competing machines. The result was:—Great Britain, 1; Italy, 2; United States, 3; Great Britain (2nd machine), 4; Italy (2nd machine), 5; Great Britain (3rd machine), 6; and Italy (3rd machine), 7.

CORRESPONDENCE

ENCOURAGING AIR-MINDEDNESS ?

[2158] This afternoon we have been treated to a particularly stupid aeroplane performance at Harrogate.

I noticed a paragraph in a local paper to the effect that a band would fly to Harrogate in an Imperial Airways liner and would fly round the town for 15 minutes and play to the public from the air before landing; as I was rather interested to know whether any band could be heard above the bark of three healthy aero engines, I went up to the Stray at the appointed time and found about 2,000 people waiting, the cows were quietly grazing well clear of the landing place, but there were about 20 people sitting on the grass out in the open in various places. I walked round these groups and mentioned that there might be some danger as the machine was a large one, most of them replied that as the machine intended to fly round for 15 minutes there would be plenty of time to walk to the side of the Stray. I agreed and mentioned the fact that they would be quite useful if they stayed where they were, and mentioned the danger to others when the machine arrived.

However, the machine did not arrive until about 2½ hours after it was expected, and by that time there would only be about 30 or 40 people left and the cows were beginning to come onto the landing area; however, one or two people who happened to be about drove the cattle clear just as the aeroplane had completed two circuits and had turned its nose in the direction of Sherburn, which place I take it, it eventually landed with a view to sending on the band by road.

Of course not a sound of the band could be heard above the noise of the engines (was the band sick?).

I think that people who arrange these stunts and announce them in the papers should make some arrangements to deal with the crowd which is likely to collect, should arrive as near the promised time as possible, and should see that the stunt is possible and that it comes off.

Apart from the disappointment and waste of time for thousands of people most of them I think went away with the feeling that flying was a very noisy and unreliable method of transport.

The above sort of thing is quite different from a small machine turning up without announcement in the papers. First of all, there would be very few people about, secondly someone would be almost sure to move the cows if necessary, and thirdly the aeroplane itself could clear a landing place by flying two or three times up and down it.

E. T. W. ADDYMAN.

Harrogate,

September 4, 1927.

PERSONALS

Married

WALLIS HALFORD, D.F.C., elder son of Mr. and Mrs. G. Halford, Cleeve Prior, was married on September 3, at Horton, Bucks, to MARY, only daughter of the Rev. J. and Mrs. WYNN DAVIES, of Horton Rectory.

To be Married

The engagement is announced of FLIGHT-LIEUT. W. A. K. DALZELL, R.A.F., and PEGGY, daughter of Mr. and Mrs. WILLIAM THOMSON, of 36, Albert Court, S.W.

The engagement is announced between FLIGHT-LIEUT. RICHARD THORNTON NEVILL, Reserve of Air Force Officers, only son of the late Francis Richard Nevill and Mrs. Nevill, Glyncod, Llanelly, Carmarthenshire, and KATHLEEN CARMEL, second daughter of Mr. and Mrs. J. REIDY, of Ballynoe, Rushbrooke, Co. Cork.

ROYAL AERONAUTICAL SOCIETY



Royal Aeronautical Society (Official Notice).—The Councils and general bodies of Members of the Royal Aeronautical Society and the Institution of Aeronautical Engineers having come to an agreement upon the terms of amalgamation, the two bodies are now getting together to put the agreement into practical effect. The full terms of the agreement, and a brief history of the negotiations leading up to it, are published in the Journal of the Royal Aeronautical Society for September.

J. LAURENCE PRITCHARD,
 Secretary.

PUBLICATIONS RECEIVED

Aeronautical Research Committee Reports and Memoranda : No. 1078 (Ac. 259).—The Application of the Algebraic Formulae of R. & M. 1056 to Problems of Aircraft Performance. By W. G. Jennings, N. E. Rowe and I. Bowen. December, 1926. Price 9d. net. No. 1079 (E.24).—Summary by the Secretary Engine Sub-Committee of a "Report on Anti-Knock Investigations." By A. Egerton and S. F. Gates. December, 1926. Price 9d. net. No. 1088 (Ac. 267).—Preliminary Report on the Fitting of Slots and Flaps and Slot-and-Aileron Control to a Bristol Fighter. By H. L. Stevens. February, 1927. Price 4d. net. H.M. Stationery Office, Kingsway, London, W.C.2.

Anuario Guia de la Aeronautica. Editorial Auto Aero, Florida 171, Buenos Aires.

Aeronautical Research Committee Reports and Memoranda. No. 1075 (Ac. 257).—Lateral Stability at Low Speed: Part I—Measurement of Rolling Moments for Three Wings at Low Rates of Roll. Part II—Pressure Measurements on a Wing whilst Rotating at Low Speeds. By S. Scott Hall. January, 1927. Price 1s. net. No. 1083 (Ac. 262).—The Influence of the Aircrew on the Aircraft Characteristics of a Standard Bristol Fighter Aeroplane. By W. G. Jennings. January, 1927. Price 4d. net. No. 1085 (Ac. 264).—Lift and Drag of the Bristol Fighter with Fairey Variable Camber Wings. By E. T. Jones, L. E. Caygill, R. G. Harris and H. M. Garner. July, 1926. Price 9d. net. H.M. Stationery Office, Kingsway, London, W.C.2.

AERONAUTICAL PATENT SPECIFICATIONS

(Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.)

APPLIED FOR IN 1926

Published September 8, 1927

- 9,017. W. C. and C. R. SCOTTER. Planes, blades or vanes for lifting, driving, etc. (275,689.)
- 9,090. J. LITHGOW and D. E. RICHARDSON. Regulating and governing of rotary air motors. (275,690.)
- 12,198. J. E. FOWLER. Flying machines. (275,720.)
- 12,649. G. PRESTINI. Revolving cylinder engines. (275,740.)
- 24,772. DORNIER-METALLBAUTEN GES. and C. DORNIER. Aircraft. (260,966.)
- 28,874. G. TALLEY. Hot-air airships. (262,089.)

APPLIED FOR IN 1927

Published September 8, 1927

- 2,018. L. AVORIO. Slack balloons with elastic deformation. (267,473.)
- 10,267. H. HEINRICH. Rotary engine, etc. (269,575.)
- 17,108. DR. W. BLEISTEIN. Anchoring-device for free-balloons, dirigibles, etc. (275,921.)

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